Railways is maintained in each divisional stores, division-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (f) Information is being collected and will be laid on the table of the Sabha.

High Speed Rail System

6841. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) what steps Government of India are taking to invest more for rail expansion programme and upgradation of high speed rail during 1994-95 and Eighth Plan period indicating targets, if any, fixed thereof;

(b) whether Government of India are also aware that China Plan to invest $20 billion in rail expansion during 1995 itself and many other countries reverting back to railways because rail system save them from problems of gridlock and pollution; and

(c) if so, what is Government's reaction thereto particularly to suggestion given by M/s Marcia D/Lowe, and to the report "Back on Track: the Global Rail Revival" on India's rail system, the third largest in the world?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF). (a) The investment in the railway sector is a function of the needs and the resource availability as determined for various Five Year and Annual Plans. The current VIII Plan envisages an outlay of Rs. 900 crores for New Lines. During the first two years, a total of Rs. 293 crores and Rs. 230 crores (Revised Estimates) have been spent and 241 kms and 211 kms of New lines have been constructed. During 1994-95, Rs. 190 crores have been provided and a target of 155 kms has been set. The maximum permissible speeds for passenger carrying trains is limited to 140 kmph. There are no proposals currently to enhance the speeds further during the VIII Plan.

(b) and (c) There is no definite information for the investment Plans and the rationale of other countries including China. It is, however, generally realised that the rail sector is energy efficient. However, both rail and road have a part to play depending upon the break-even point and the investment is to be tailored for development of both the sectors so that each mode can play its desired role in the development of the economy. Nevertheless, efforts are being made to capture high rated and other traffic by adopting multi-modal mode by popularising containerisation and undertaking large-scale gauge conversions eliminating transhipment bottlenecks and providing better customer satisfaction.

Blast in the Oil Tanker in Arabian Sea near Porbandar

6842. SHRI AHMED MOHMEDBHAI PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether four people were killed and nineteen injured in a blast that occurred on-board a super oil tanker some 380 nautical miles of Porbandar in the Arabian Sea on the 21st March, 1994;

(b) if so, whether any reports about the damage and leakage of oil from the ship have been obtained;

(c) whether any enquiry has been conducted;

(d) if so, the outcome of the enquiry and the action taken against those held responsible; and

(e) the total losses suffered?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) A distress message monitored by Coast Guard indicated that a Malta registered crude oil carrier was on fire at sea 360 miles South West of Porbandar. The damage status indicated that the Bridge and

Communications were burnt and that the ship was adrift without propulsion and communication The number of injured and the number of crew missing were placed at 8 each. Two coast guard ships and one coast guard Dornier equipped for oil spill contingency were despatched to the scene of accident. No oil spillage was observed in the area and the vessel was observed being towed by a salvage company Tug towards the Persian Gulf.

(c) As the accident took place on-board a foreign vessel, well outside the Indian EEZ, no enquiry was conducted.

(d) and (e) Do not arise.

Seminar on Traffic and Transportation

6843. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SURFACE TRANSPORT be pleased to state.

(a) whether a seminar was organised on 9th April, 1994 on Traffic and Transportation in the capital,

(b) the main suggestions made in the seminar; and

(c) the dates by when such suggestions would be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The important recommendations are annexed as Statement. *(See* below)

(c) Does not arise at this stage.

Statement

1. Since the gestation period for the MRTS is a lengthy one, simultaneous development of the surface railway network comprising the Ring Railway and its radials be reenergised. Alongwith DTC feeder bus services it would considerably reduce pressure on the roads.

2. Master Plan for Delhi be updated upto 2010 A.D.

3. Prioritisation of an MRTS — underground and surface is essential.

4. Physical and financial planning of MRTS be studied in details by comparing it with other system of MRTS in different parts of the world.

5. Till MRTS and large projects are executed, short term measures like timely repair of roads, proper signs/sign boards, proper lighting at intersections, removal of small obstructions like light poles etc. should be applied.

6. Appropriate synchronisation of Delhi lights and lane discipline be enforced. Traffic control especially at busy intersections be managed by installation of close T.V. circuit system.

7. Removal of obstructions on the footpaths within a given time frame.

8 Battery powered bus can be useful for congested areas like walled city of Delhi, Karol Bagh and Old Shahdara etc.

9. Important projects namely, IFCM at Gazipur, Narela, Dwarka and Madanpur Khadar; Passenger railway terminals at Anand Vihar, Narela, Dwarka and Tughlakabad; ISBTs at Anand Vihar, Narela, Dwarka, Tughlakabad and Sarai Kale Khan; second entry to Delhi main junction and New Delhi Railway Station should be executed and for this, there should be high level coordination with officers of DDA, Delhi Govt., Ministry of Surface Transport, NGOs and DTTG etc.

10. Construction of outer to outer ring road/expressway should be started. The cost of the project being huge, involvement of private sector and providing them incentives be considered.

11. NGOs/private citizens involvement in traffic discipline is necessary.

12. Land use pattern and policies be reconsidered.

13. Besides, MRTS and integrated freight complexes, new terminals etc. short term measures be studied, finalised and action taken so that existing infrastructure is optimally utilised.

14. Studies may be conducted so that